





## TELEGRAMS.

(THROUGH REUTER'S AGENCY.)

## THE ANTI-BRITISH SPEECHES IN THE REICHSTAG.

PEELING IN GREAT BRITAIN.

LONDON, November 16th.

Lord Selborne, speaking at Newcastle, referred to the recent speeches made in the Reichstag. He said the hostility shown towards Great Britain and the threats of war emphasised Great Britain's right to ask for explanations. Either too much or too little had been said, and Great Britain should know the legitimate aspirations of the German people, to which she was supposed to be a constant and an obstinate obstacle.

Mr. Goldman, M.P., put a series of pointed questions to the Government respecting Anglo-German relations.

Mr. Asquith said the questions covered matters of such gravity and delicacy that it was impossible to deal with them adequately in question time. Sir Edward Grey would make a full statement in the course of the debate on foreign affairs next week.

## IRISH NATIONALISTS AND THE INSURANCE BILL.

LONDON, November 16th.

The Nationalists have issued a statement showing the amendments they have secured to the Insurance Bill, including a separate Irish Fund and administration. The contribution of the employer and worker is 5d. instead of 7d. as in England, while the State contribution is unchanged. Where wages are less than 9s. a week the State pays another 1d. a week into the insurance fund instead of the worker, and sickness benefit is to be paid in addition to maternity benefit.

## THE KING'S VOYAGE.

LONDON, November 16th.

The *Maifine* left Gibraltar amid the firing of Royal salutes and cheering from the ships, massed bands playing the national anthem.

## THE STRANDING OF THE "NIOBE."

LONDON, November 16th.

Telegrams from Halifax report that the court-martial to inquire into the stranding of the British cruiser *Niobe* at Cape Sable in July reprimanded the officer on watch, Lord Alastair Graham.

## ANGLO-AUSTRALIAN CRICKET.

LONDON, November 16th.

Reuter's correspondent at Melbourne states that the Marylebone C.C. have arrived in that city and were accorded a great civic reception. Warner was absent through gastritis, and will be unable to play for some time. Douglas will captain the team against Victoria on Friday.

## MORE PICTURE ROBBERIES.

LONDON, November 16th.

It is reported from Munich that 22 pictures were cut one night recently from their frames and stolen from the historic picture gallery in the Chateau Schleissheim. The thieves have not been traced.

## THE INTERPORT SHOOTING.

SINGAPORE'S SCORE.

The score sheets of the Singapore team in the interport shooting show the following results:

	200	500	600	Tot.
Sergt. R. Chater	32	33	34	99
Mr. J. Long	32	35	29	96
Sergt. Tan Chow Kim	34	32	30	96
Mr. E. B. de Silva	31	35	31	97
Mr. E. G. Galle	30	32	31	93
Lieut. Song Ong Siang	32	30	31	93
Ensign J. Wainford	30	32	30	92
Lieut. W. L. Kemp	30	30	31	91
Sapper R. G. Pash	30	31	29	90
Lieut. R. Cuthbert	32	29	28	89
	315	317	304	934

## STEERED BY WIRELESS.

UNIQUE EXPERIMENT AT PORTSMOUTH.

Experiments have taken place at Portsmouth in connection with a device for controlling submarines and torpedoes by means of Hertzian waves. It was fitted to one of the old submarines of the Holland type, and tests were carried out by officers of H.M.S. *Vernon*, torpedo school at Portsmouth. The experiments were strictly confidential, but the results are said to have proved very satisfactory, as the submarine was completely under the control of the wireless instrument operators while on the surface. Further tests are to be carried out with a submarine fitted with this device while submerged.

No one was on board the vessel at the time, and the movements of the submarine were controlled at some distance from it.

## HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held on Thursday at the Council Chamber.

The following were present:—  
His Excellency the Governor, Sir Frederick John Dealtry Lugard, G.C.M.G., C.B., D.S.O.

His Excellency Major-General C. A. Anderson, C.B. (General Officer Commanding the Troops).

Hon. Mr. A. W. Brewin, C.M.G. (Colonial Secretary).

Hon. Mr. C. G. Alabaster (Attorney-General).

Hon. Mr. A. M. Thomson (Colonial Treasurer).

Hon. Mr. W. Chatham, C.M.G. (Director of Public Works).

Hon. Mr. E. R. Halifax (Registrar-General).

Hon. Captain F. W. Lyons (Captain-Superintendent of Police).

Hon. Dr. Ho Kai, M.B., C.M.G.

Hon. Mr. W. H. Pollock, K.C.

Hon. Mr. E. A. Hewett.

Hon. Mr. C. H. Ross.

Hon. Mr. E. Osborne.

Mr. C. Clementi (Clerk of Councils).

MINUTES.

The minutes of the previous meeting were read and approved.

FINANCIAL MINUTES.

The Colonial Secretary, by command of His Excellency the Governor, laid on the table the Financial Minute No. 89, and moved that it be referred to the Finance Committee.

The Colonial Treasurer seconded, and the motion was agreed to.

OFFENSIVE TRADE BYLAWS.

The Colonial Secretary—Sir, I beg to move that certain bylaws made under section 16 of the Public Health and Buildings Ordinance, 1903-1909, with regard to offensive trades, be approved by the Council.

The Attorney-General seconded.

His Excellency—There are no alterations made in these bylaws as submitted by the Sanitary Board.

The motion was agreed to.

FOREIGN OFFENDERS (No. 2) AMENDMENT ORDINANCE.

The Attorney-General moved the second reading of the Bill entitled, "An Ordinance to amend the Foreign Offenders Detention Ordinance, 1911." In doing so he said:—Council will remember that the Amending Ordinance passed earlier in this year amended the Foreign Offenders Detention Ordinance of 1872 by permitting the detention in this Colony of offenders who were carried back to China for trial as well as those who were being carried from China to their respective countries. So much was approved by His Majesty's Secretary of State, but there are certain other amendments which were not approved by him. These are the amendments which took away from the defendant the right of showing cause to a magistrate why he should not be detained. This Council thought that these provisions of the principal Ordinance were unnecessary, but the advisers to His Majesty's Secretary of State thought otherwise. Therefore, this Bill is introduced in order to restore these provisions to the principal Ordinance.

The Colonial Secretary seconded, and the motion was agreed to.

On Council resuming.

The Attorney-General reported that the Bill had passed through Committee without amendment, and moved that it be read a third time.

The Colonial Secretary seconded, and the Bill was read a third time and passed.

RAILWAYS AMENDMENT ORDINANCE.

The Attorney-General moved the second reading of the Bill entitled, "An Ordinance to amend the Railways Ordinance, 1909." In doing so he said:—The print which is before members is not quite the same print which was before them when this Bill was read a first time. That is to say, a certain sub-clause has been added, sub-section 1, which appears in the print. The result is that the subsequent clauses have had their initial letters re-numbered. The Bill is rendered necessary because no provision has been made in the Ordinance for passing general rules with regard to the issue of free passes, and also because the restrictions against the carriage of dangerous goods were not considered adequate. The additional clause which I propose to move when the Council goes into Committee on the passing of the second reading is designed because the Railway Administration desires, as other railway administrations do, to make arrangements with Thomas Cook & Son for the sale of their tickets. Any such arrangement under the principal Ordinance would be *ultra vires*, and it is most desirable that such arrangements should be entered into, and therefore this amendment should be made in the principal Ordinance.

The Colonial Secretary seconded, and the motion was agreed to.

Council then resolved itself into Committee to consider the Bill clause by clause.

On Council resuming.

The Attorney-General reported that the Bill had passed through Committee with slight amendment, and moved that it be read a third time.

The Colonial Secretary seconded, and the Bill was read a third time and passed.

MERCHANT SHIPPING AMENDMENT ORDINANCE.

The Attorney-General moved the second reading of the Bill entitled, "An Ordinance to amend the Merchant Shipping Amendment Ordinance, 1899, and certain Ordinances amending same." In doing so he said:—This Bill again is not quite in the same form as it stood when it first came before the Council. There are slight changes made at the suggestion of the Harbour Master and others, which I shall move when the Bill is in Committee if it reaches that stage. On page 4 of the print in sub-section 12 of the new section 39 in the fourth line the words "or other vessel" are new. In sub-section 14 on the same page the words at

the end, "which have obtained a special permit from the Harbour Master," are new. In sub-section 15 the word "or" has been deleted in the first line after the word "license," and the words "or receipt" inserted after the word "special permit." On page 6 after the word "section 25" these words have been deleted: "of the principal Ordinance as amended by section 11 of the Merchant Shipping Ordinance of 1905." These words are unnecessary, as this section is introduced into the principal Ordinance. There is table A, a new column, entitled, "trading licenses for one voyage," has been inserted on the suggestion of the Harbour Master, who thinks that junks coming here for the purpose of one voyage only should not pay the same licence fee as junks entitled to trade for one year. On page 10 on the cover of junk licence the word "book" is inserted, and on the back cover the word "license" is inserted instead of the word "certificate." On page 8 these words are added: "in addition to the licence fees specified in table A," and also the word "book" is added in the next line. In the fourth and fifth lines there is the addition of the same words, and in the last line the words "or station" have been substituted for "at Victoria." On the same page lower down two items have been added to arms, namely, "rockets and blue lights." On page 9 the condition 6 with regard to boat licences has been struck out, and therefore the old condition 7 becomes condition 6. On page 10 after the words "received fee" four lines down the words "for licenses" have been taken out. On page 10 a form has been cut out. It ought never to have been inserted. On page 11 condition 6 has been struck out and this involves the re-numbering of the subsequent conditions. On page 13 regulation 17 is now 16. The condition of passengers and crew on junks of different sizes. That involves the re-numbering of subsequent regulations.

The Colonial Secretary seconded, and the motion was agreed to.

Council then went into Committee to consider the Bill clause by clause.

On Table U III, cinder boats, bum-boats, hawkers' boats and master-dealers' boats.

Hon. Mr. Osborne—Sir, I should like to have a new clause something to this effect: "No boat shall approach within 100 feet of any steamship without the permission of the master thereof."

It is these small boats that are employed in all the thieving that goes on in harbour.

His Excellency—You mean, shall not approach any boats at anchor?

Hon. Mr. Osborne—Yes. This question, Sir, formed the subject of correspondence a little time ago in connection with the thieving that went on in the harbour, and I understand it was proposed that all these boats should be made to go into shelter at night. I don't know whether there are any regulations.

His Excellency—Shall I insert the words "at anchor"?

Hon. Mr. Osborne—Yes, or alongside a wharf.

Hon. Dr. Ho Kai—A boat may be passing by within 100 feet.

Hon. Mr. Osborne—It will throw the onus on these boats of proving they are there for a lawful purpose. As a matter of fact, they swarm round the steamers on pretence of picking up offal, while in reality they are nothing but thieves. As it is now, we cannot prevent them from swarming round a steamer. They have a right to be there.

His Excellency—It seems to me it would be exceedingly difficult regulation to enforce.

Hon. Mr. Osborne—The numbers can be taken if they swarm round a steamer which is at anchor.

Hon. Mr. Osborne—We don't make a regulation that they shall not make a regulation. They get under the stern, under the wharf and everywhere.

Hon. Mr. Hewett—I saw a case the other day where a boat was fishing alongside a steamer, and while he was engaged a bottle of beer and a bottle of pickles were lowered by a string through a port-hole.

Hon. Mr. Osborne—The police cannot catch these people, because directly the police launch arrives on the scene they dodge out of the way. When the launch turns they return, and as it comes back they dodge again.

His Excellency—We will leave this clause in Committee. I should like to consult the Harbour Master and to consider your suggestion. You say it has been the subject of correspondence. Is that correspondence with the Government?

Hon. Mr. Osborne—I think so, Sir. I wrote a letter myself to the Government.

His Excellency—You are relating to correspondence about thieving in the harbour? I recollect that quite distinctly.

Hon. Mr. Osborne—Yes.

His Excellency—A regulation was made that small boats should not leave their anchorage at night without the permission of the Harbour Master. I understand it has been most effective.

Hon. Mr. Osborne—It is not in here, Sir.

Hon. Mr. Pollock—I understand that only refers to night time.

Hon. Mr. Osborne—Yes. (To Hon. Mr. Osborne)—You wish it day and night?

Hon. Mr. Osborne—I should like it to be day and night.

His Excellency—We will consider the point before next meeting.

The Bill was left in Committee.

DEFENCE CONTRIBUTION AMENDMENT ORDINANCE.

The Attorney-General moved the second reading of the Bill entitled, "An Ordinance to amend the Defence Contribution Ordinance, 1901." In doing so he said:—I think the objects and reasons of this Bill state all I need say as to the subject. This Bill has been drafted on instructions from the Secretary of State for the Colonies.

The Colonial Secretary seconded.

Hon. Mr. Hewett—Your Excellency, in the estimates for next year, which were laid on the table four weeks ago, there is the entry, Military Contribution, \$1,372,089. I had proposed last week, in reply to your Excellency's budget speech, to speak on this point on behalf of the unofficial members, but you pointed out that it would be more fitting if I spoke when this Bill came up for consideration. I have very little to say on the subject. Your Excellency is aware of the views the unofficial members have already expressed on this point. It was fully debated at the meeting in June, and I regret that the only reply received from the Secretary of State is the Bill before us. Therefore, we can only suppose that the Secretary of State has decided to consider our point. However, the unofficial members are unanimous in considering that 20 per cent, or one-fifth, of the revenue of the Colony is too large a contribution in view of the present financial condition to pay for military contribution, and the senior unofficial member will on our behalf when we reach the Committee stage move that the vote be reduced so that it shall not exceed one million dollars, that is to say, when we reach the Committee it is proposed to move that the vote be reduced by the sum of \$372,089.

His Excellency—Gentlemen, the Bill before the Council is one which I have been instructed by the Secretary of State to introduce, and I have been instructed that it

is to be passed without amendment. I shall therefore be unable to accept this amendment which is intended to be proposed by the senior unofficial member in Committee. I would remind you that this Bill represents an effort by the Secretary of State for the Colonies to exempt from assessment for the military contribution the earnings of the railway. This, so far as it goes, is a concession, and I think that the right in saying that it represents the action which was taken in the Straits Settlements, who have had railways for some time. The Secretary of State is not an independent authority on this question. He has to consult with the Treasury and with the War Office, and however much he might desire to relieve this Colony of a portion of the military contribution he is not able to do so without the consent of the Lords of the Treasury and the War Office. In the dispatch in which he instructed me to introduce this Bill he said he had obtained the assent of the Lords of the Treasury and of the Military authorities to exempt revenue derived from the railway from the assessment of the military contribution until such time as the railway became a paying concern. This Bill, therefore, does not represent, as the hon. member who has just spoken said, a reply from the Secretary of State to representations made in this Council on June last, nor does it in any way infer to consider the point. I have not had a reply to the dispatch I sent him covering a report of the resolution proposed by an unofficial member in this Council, but I have heard unofficially that the delegates from this Colony on the occasion of the Coronation had an interview with the Secretary of State, and he told them he was about to appoint a departmental committee on which there would be representatives of the Colonial Office, the War Office and the Treasury, and that the interests of the colonies would be represented by the Colonial Office. I think, therefore, we may believe that the Secretary of State is doing his best in this matter, and so far as this Bill is concerned, there is nothing whatever in it to indicate that he has refused the desires which were represented by the unofficial members in June last. The Bill, as I have said, deals only with a particular point in regard to the military contribution, and the Secretary of State desires that it should be confined to that and that it should be passed without amendment.

His Excellency then put the motion, and declared that the "Ayes" had it.

Hon. Mr. Hewett—I beg pardon, Sir, a point of order. There appears to be some misunderstanding as to whether we can or cannot move an amendment in Committee.

His Excellency—You can move an amendment in Committee.

The motion was carried.

Council resolved itself into Committee to consider the Bill clause by clause.

On clause 2.

Hon. Dr. Ho Kai—Sir, I wish to move an amendment to be substituted for the present clause in the following terms:

2. (1) Section 3 of the Principal Ordinance is hereby amended by substituting "1912" for "1911," and also by substituting the words "of 1,000,000 dollars" for the words "a sum equivalent to twenty per centum of the Colonial Revenue."

(2) Sections 2 and 4 of the Principal Ordinance are hereby repealed. Section 5 of the Principal Ordinance is amended by substituting the word "sum" for the word "percentage" in the first line and by deleting the words "by way of percentage" in the last line. Section 6 of the Principal Ordinance is amended by substituting the word "sum" for the word "percentage," and by substituting the word "sum" for the word "percentage" in the last line.

In effect, Sir, this amendment for the military contribution at one million dollars per annum, and if it is passed the amendment, it will be necessary, because it requires the exemption of any particular revenue. Therefore, this amendment, if passed does not militate against exemption at all, but rather includes the exemption. I am quite aware there are different ways of calculating the amount of military contribution. The unofficial members have considered the points very thoroughly. They expressed their views on June last and I need not recapitulate the whole argument in favour of the sum of one million per annum. The amendment is made with the unanimous concurrence of the unofficial members, and although your Excellency has instructions not to accept it I think as a matter of protest we should vote for this amendment.

The amendment was then put, the voting being as follows:

Ayes—Hon. Mr. Ross, Hon. Mr. Osborne, Hon. Mr. Hewett, Hon. Mr. Pollock, Hon. Mr. W. H. Pollock, and Hon. Dr. Ho Kai.

Noes—Hon. Mr. Alabaster, Hon. Mr. Chatham, Hon. Mr. Halifax, Hon. Mr. Lyons, Hon. Mr. E. A. Hewett, Hon. Mr. C. H. Ross, Hon. Mr. E. Osborne, and Hon. Mr. Clementi.

The motion was carried.

The Attorney-General reported that the Bill had passed through Committee without amendment, and moved that it be read a third time.

The Colonial Secretary seconded, and the Bill was read a third time and passed.

THE QUORUM AMENDMENT ORDINANCE.

The Attorney-General moved the second reading of the Bill entitled, "An Ordinance to amend the Quorums Consolidation Ordinance, 1911." In doing so he said:—This Ordinance makes various amendments in the Quorums Ordinance which was passed this year. Perhaps the most important one is that it restores to the Ordinance a clause omitted accidentally in the Consolidation Ordinance to provide a penalty for those who did not take out licences for eating-houses. It also changes the name of "King's warehouse" into general bonded warehouse. The remaining amendments introduced are fully set out in the objects and reasons already published in Hansard.

The Colonial Secretary seconded, and the motion was agreed to.

Council then resolved itself into Committee to consider the Bill clause by clause.

On resuming.

The Attorney-General reported that the Bill had passed through Committee without amendment, and moved that it be read a third time.

The Colonial Secretary seconded, and the Bill was read a third time and passed.

THE SOCIETIES ORDINANCE.

The Colonial Secretary moved the second reading of the Bill entitled, "An Ordinance to amend the Societies Ordinance, 1909, and to provide for the better control over Societies and Clubs." In doing so he said:—Since the Bill was last before Council the schedule referred to in section 4 sub-section 1 exempting societies has been printed. No attempt has been made to make inquiries as to the existence of all the societies and clubs in Hongkong, but simply those clubs or societies which happen to be down here which could be found in the directory, or which came to the notice of the Registrar-General, are printed in order to give the public an indication of the way in which the Government proposes to treat societies and clubs in general.

The Attorney-General seconded, and the motion was agreed to.

Council then resolved itself into Committee to consider the Bill clause by clause.

On clause 4.

Hon. Mr. Osborne—Societies must register if they are to be exempt?

The Colonial Treasurer—You cannot order them to be registered. If they don't want to be registered they will dissolve.

Hon. Mr. Hewett—They must either be exempt or registered.

The Colonial Secretary—I would not like to alter the wording of this clause unless it were absolutely necessary. It is taken from the Straits Settlements, and was much altered before it reached its final form.

The clause was passed.

On clause 7.

Hon. Mr. Osborne asked if the Registrar in asking for a true and complete list of the officers of a society and a true statement of the number of its members, would demand to be furnished with an elaborate statement of the affairs of the society?

The Colonial Treasurer—In the ordinary course we should never trouble societies to supply us with lists of members.

Hon. Mr. Osborne—We want some guarantee that we are not going to be called upon to provide statistics or any other information that the Registrar may think fit to ask.

Hon. Mr. Hewett—It is the Governor-in-Council who may order a society to furnish such a statement.

The clause was passed.

On clause 8.

Hon. Mr. Osborne moved that Governor-in-Council be substituted for Registrar.

His Excellency—The majority of companies will be on the exempted list. This only applies to an exempted company and not to an exempted company.

The Colonial Secretary—The Governor-in-Council will preserve what information the Registrar-General will ask for.

Hon. Mr. Osborne—Is it clear that he cannot call for statistics and—

The Colonial Secretary—He can only call for information which he is prescribed by the Governor-in-Council to call for.

The clause was passed.

On the schedule.

Hon. Mr. Osborne—I see the Hongkong Club is put down in the schedule. I think it ought not to be in the list at all. It is a limited liability company.

Hon. Mr. Osborne—That is so.

The name was struck out.

Hon. Mr. Osborne—I understand this schedule is taken from the Directory?

The Colonial Secretary—Yes, practically so.

Hon. Mr. Osborne—Probably there are other clubs which are not exempt, and they will be put to the trouble of applying for registration or exemption.

The Colonial Treasurer serves them right. They are not known.

His Excellency—The schedule has been published in the Gazette.

The Colonial Secretary—The Registrar might insert an advertisement stating that those societies not mentioned in the schedule should communicate with him.

Hon. Mr. Osborne—I only want to know that those who should be exempt are exempt.

His Excellency—If they communicate with the Governor-in-Council they will be added to the schedule.

The schedule was passed.

On Council resuming.

The Colonial Secretary reported that the Bill had passed through Committee with a few clerical amendments, and he moved that it be read a third time.

The Attorney-General seconded, and the Bill was read a third time and passed.

THE ATTORNEY-GENERAL moved the second reading of the Bill entitled, "An Ordinance for further promoting the Revision of the Law by repealing certain parts of enactments which have ceased to be in force or have become unnecessary."

In doing so he said:—This is one of the series of three revision Ordinances which has been drafted by the editor to explain all the amendments which he has made in the revision not explained by some other Ordinance. When complete, these Ordinances will be very voluminous, and I do not believe the Government printers have enough type to set up this and the subsequent Ordinances all at the one time. And so it is proposed, if the Council is agreeable, that sections of this Bill should be passed and then that the schedules should be passed in sections. At present the schedule only consists of the first Ordinance, No. 1 of 1844, but it is intended to add to that, so that this Bill must remain in Committee.

The Colonial Secretary seconded, and the motion was agreed to.

Council then resolved itself into Committee to consider the Bill clause by clause.

The Bill was left in Committee, and Council resumed.

SAVING AMENDMENT ORDINANCE.

The Attorney-General moved the second reading of the Bill entitled, "An Ordinance for further promoting the Revision of the Law by repealing certain errors contained in, as well as the language used in, the Ordinances now in force." In doing so he said:—This Bill, like the last, has an incomplete schedule, which will be added from time to time. It is also being drafted by the editor now engaged in







## NOTICES TO CONSIGNEES

NORDEUTSCHER LLOYD, BREMEN  
IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

"COBLENZ,"  
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra bazarous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 21st inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst. at 9.30 A.M.

All Claims must reach us before the 25th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD,  
MELCHERS & Co.,  
General Agents.

Hongkong, 14th November, 1911. [5]

## AMERICAN AND MANCHURIAN LINE.

## NOTICE TO CONSIGNEES.

## FROM NEW YORK

## THE Steamship

"KANSAS,"  
Captain R. Linklater, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, 21st inst., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 15th November, 1911. [1354]

## PARIS LETTER.

[WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS"]

Paris, October 20th.

## THE MOROCCO NEGOTIATIONS.

Scare-mongers are once more busy at work. The wicked and unfounded report that the negotiations respecting Morocco between France and Germany had broken down has created quite a panic in this country. The *Bourse* was the first to show signs of uneasiness, and its equilibrium was only restored after much difficulty. The course of true love is said never to run smooth. Only fools would expect France or Germany to give way to one another as a matter of course. What exasperates the French, and may have led them to conclude that M. Cambon and Herr von Kiderlen-Waechter had failed to come to terms, is the somewhat irritating silence maintained by the French and German Foreign Offices with regard to the progress of the negotiations for the settlement of compensation to Germany in the Congo. State secrets are State secrets the world over. It would not do to disclose everything. The second part of the negotiations just entered into, as already observed, is certain to prove more serious even than the first. "Pauses" and "periods of reflection" must not be confused with deadlock. M. Cambon and his diplomatic adversary must do a considerable amount of thinking as well as talking. This is not the time for the circulation of false rumours in either country; both France and Germany should display patience as well as show themselves grateful for what has already been done towards an amicable settlement of a very serious difficulty. These that so maliciously make it a practice to scare the world by circulating false reports cannot be too severely punished. Everything is going on splendidly well.

## THE ITALO-TURKISH WAR.

The French find it practically as difficult to understand the Italo-Turkish war as the Chinese Revolution. So few details are allowed to leak out in both cases that one can only watch on, and form one's conclusions. The French do not see what the Turks are likely to gain by prolonging the present one-sided war; their fleet is now a mere nothing, while all available Turks we wanted in Europe, where Italy is bent on carrying the war in future. Tripoli, whose back is now broken, can wait until a more convenient moment. So long as the Balkan States and Europe refrain from fighting, France manifests little anxiety in the present conflict, though her commerce unavoidably suffers. Italy, as master of the situation, is called upon to make peace in the interest of other Powers; she does not appear to be inclined as yet, especially as the badly-beaten Turks are equally as determined to fight on. The situation is deplorable, and the only question of the moment is how it can be prevented from becoming worse. Italy in Tripoli has given Europe cause for deep anxiety; but Italy in collision with Turkey off the Albanian coast is like a lighted candle in a powder magazine. The possibilities which are opened up if the theatre of war is to extend in all seriousness from Tripoli to the Adriatic are infinite in dark and sinister suggestion: The one thing left for European statesmen is to abandon all ideas of fishing in troubled waters, and set themselves to circumscribe the peril as best they can. The Powers by collective influence can eventually succeed in localising the dispute to Tripoli itself, and prevail upon Turkey to submit in exchange for a consideration on the part of Italy, though the latter refuses at present to listen to any such proposition. Italy, in common with the other great Powers, was represented at The Hague Conference in 1907, and in precipitating a war with Turkey over Tripoli, she has extended but little regard to her undertaking at that Convention—"in cases of serious disagreement or conflict, before an appeal to arms," to have "recourse to the good offices or mediation of one or more friendly Powers." Time for reflection has not changed the public opinion of Europe as regards Italy's conduct over Tripoli, and it affords another evidence of the little practical good which has resulted from the work begun at The Hague in 1899. Indeed, it has been remarked that it would be the best thing to pull down the "Palace of Peace at The Hague," which of late has been subjected to so much ridicule.

## THE CHINESE REVOLUTION.

We have always been given to understand that the ways of the Chinese are dark and peculiar. Never were they more so than now. The idea of setting up a Chinese "Republic" after hundreds of years of Imperialism sounds somewhat singular to Westerners. The present Revolution is none the less significant. We find the Celestial Empire just now in the throes of a revolution which threatens to end in the overthrow of the Manchu dynasty and the establishment of a Republic. This is quite in keeping with the most modern Western ideas, and shows that the Chinese are not so indifferent to what goes on in other parts of the world as what many imagine. The discontent which has long been rife among the populace has at last broken out into open rebellion, and the destiny of a Sovereignty which holds sway over 400,000,000 people hangs in the balance. The present outbreak of Civil War in no way concerns foreigners, who have been guaranteed every protection as much by the rebels as the loyal Imperial troops. Beyond making their presence felt, no foreign Power, not even Germany, has any right to participate in any way in the present revolution. Foreign warships are on the spot, to protect Europeans and Japanese, nothing else. It will be quite time enough for them to join in when there is absolute necessity for international intervention. It is extremely difficult for Europeans so far to estimate with any certainty the

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[1130]

course of events in China, not only because the reports are both meagre and of doubtful authenticity, but also because the problem of temperance, which is of first-class importance in revolutions, is in this case insoluble. There are so many cross currents and so many incalculable events in the present national contest that it is sheer folly to attempt to foretell the end of it. Europeans are not *persona grata* with the majority of the Chinese in the Flowering Land, and it is as likely as not that they may be made to suffer sooner or later for the present Civil War, though not in any way concerned in it. It is precisely against the "unexpected" that Europeans have to guard against. It is, of course, much too early to assume that the Revolution in China is going to be triumphant, but it needs no particular prescience to see that if the present movement fails it is only a question of time for another to succeed. The old order is manifestly passing away, and it becomes of great interest to the rest of the world to discover what is likely to take its place. The assumption that the huge Empire will become a Republic is perhaps a little too hasty. The old Ming dynasty has still a very considerable influence on the minds of the Chinese.

The French Prime Minister, M. Caillaux, established a record by getting married while in office. He is the first statesman in France to have done so, and he is justly proud of the feat. Up to the last moment he kept the news of his marriage a secret; the romantic secret asked out when he least expected it. When in the company of friends he refused all information on the subject, and treated the whole affair as a joke. No one, in fact, knew of his being engaged until a journalist who happened to stop to light a cigarette under the walls of the town hall, where the bans of the people in that district of Paris are put up for all to see, in accordance with the French law, made the remarkable discovery and quickly spread the good news. It was no longer possible for M. Caillaux to keep a straight face; though he would have preferred his marriage being kept a profound secret. On being "found out" he turned philosopher, smiled, and thanked everyone who showered congratulations on him and Madame Caillaux. The French Prime Minister's bride, M. L. Reynaud, was formerly the wife of M. L. Claretie, from whom she was divorced. She has therefore been the daughter-in-law of the manager of the *Comedie-Francaise* before becoming the wife of M. Caillaux. After the vain efforts of the Prime Minister to get married under a rose, the public will keep greater vigilance over the other unmarried members of the French Cabinet.

"LA GIOCONDA."

The missing famous picture "La Gioconda" is about to be restored to its former place in the Louvre in as mysterious a manner as it was stolen. This is all that M. Sebille, an official of the Criminal Investigation Department, tells us. It is only the genuine Mona Lisa is restored, the French will trouble no further. Ever since the Joconde masterpiece of Leonardo da Vinci's mysterious disappearance, no end of startling rumours have been current as to its whereabouts. One day it is in London, another in Brussels, another in Rome, another in New York, and so on. Who knows, it may never have left Paris, or seen the outside of the Louvre? Meanwhile, twelve attendants at the Louvre will appear before the Committee of Discipline next Monday, the 25th, to answer various charges of neglecting their duty. The character of these charges shows pretty plainly how and why it was possible for a thief in broad daylight to take down the most precious picture from the walls, pass through two rooms, descend a flight of steps, cross two courtyards, and finally make his exit from the building without once being challenged. Was it a question of bribery?

THE "LIBERTÉ" DISASTER.

The result of the official inquiry into the *Liberté* disaster established that the powder which caused the terrible explosion was older than the marks on the cases indicated! Mr. Delacour, the Minister of Marine, has decided that no powder more than four years old shall

in future be retained on board ships of the French Navy. This decision is to be acted on at once; all old powder is to be immediately removed from warships. A striking discovery has just been made on the wreck of the *Liberté*, Under a mass of twisted ironwork a book was found, entitled, "Marsine d'Autrefois" (The Navy of Old). The volume was open at a page on which was a picture representing the explosion of the English frigate *Quebec*, which took place on 7th October, 1779, during a fight off Ushant with the French frigate *Succellante*.

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[1267]

## VESSELS EXPECTED.

The P. M. S. S. Co. str. *Mongolia* sailed from Yokohama on the 13th inst. for Hongkong, and is due to arrive at this port on or about the 21st inst.

The P. M. S. S. Co. str. *Mongolia* sailed from San Francisco on the 7th inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 8th inst.

The T.K.K. str. *Nippon Maru* arrived at San Francisco on the 2nd inst., and leaves there on the 15th inst., and is due at Hongkong on or about the 12th inst.

The T.K.K. str. *Tenyo Maru* arrived at San Francisco on the 9th inst., and will be despatched for Hongkong on the 22nd inst.

THE AUSTRALIAN MAIL.

The E. & A. str. *Eastern* left Sydney on the 1st inst. for this port (via Queensland Ports, Timor and Manila).

The N.Y.K. str. *Nikko Maru* (Australian Line) left Thursday Island for this port via Manila on the 10th inst., and is expected here on the 20th inst.

The E. & A. str. *Albatross* left Sydney on the 11th inst. for this port (via Queensland Ports and Manila).

THE INDIAN MAIL.

The Apar str. *Gregory Apar* from Calcutta left Singapore on the 14th inst. afternoon, and may be expected here on or about the 20th inst.

MERCHANT STEAMERS.

The H. A. Line str. *Scandia* left Singapore on the 10th inst. p.m., and may be expected here to-day a.m.

The Austrian Lloyd's str. *E. F. Jordan* and left Singapore for this port on the 12th inst., and will arrive here to-day a.m.

The N.Y.K. str. *Moiki Maru* (Calcutta Line) left Moji for this port on the 12th inst., and is expected here to-day.

The Philippines Co. str. *Rubi* left Manila on the 14th inst., and is due here to-day at day-light.

The O.S.K. str. *Seattle Maru* from Tacoma arrived at Yokohama on the 31st inst., and will leave again for this port via Manila on the 3rd inst., and is due here on or about the 20th inst.

The N.Y.K. str. *Atsuta Maru* (European Line) left Moji for the port via Shanghai on the 13th inst., and is expected here on the 27th inst.

The T.K.K. str. *Hongkong Maru* sailed from Yokohama on the 14th inst. for Hongkong, and is expected to arrive at this port on or about the 27th inst.

The N.Y.K. str. *Hiroshima Maru* (Calcutta Line) left Calcutta for this port via Rangoon and Shanghai on the 9th inst., and is expected here on the 28th inst.

The Olof Wijk & Co. str. *Ceylon* left Port Said on the 5th inst., and is expected to arrive here on or about the 2nd prox.

The str. *Glenroy* passed the Suez Canal on the 7th inst., and is due here on or about the 7th prox.

The T.K.K. str. *Kiyo Maru* sailed from Valparaiso on the 15th inst. for Hongkong, and is expected to arrive at this port on or about the 2nd February.

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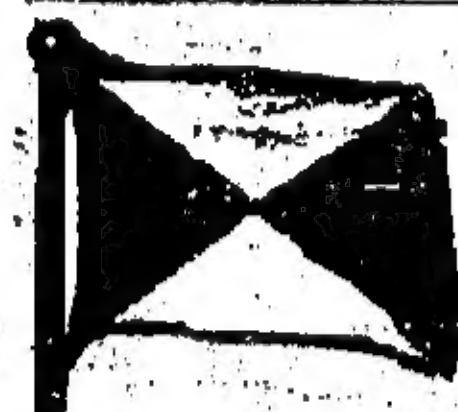
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EASTERN	24th Nov.	Saturday, 9th Dec.
ALDENHAM	1st Dec.	Saturday, 23rd Dec.
EMPIRE	15th Dec.	Saturday, 6th Jan., 1912
ST. ALBANS	12th Jan. 1912	Saturday, 3rd Feb.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried. For further particulars, apply to

GIBB, LIVINGSTON &amp; Co., AGENTS.

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## SWEDISH EAST ASIATIC CO., LTD.

## GOTHENBURG.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	Tons	DATE OF SAILING
SHANGHAI, YOKOHAMA, KOBE & MOJI	"CEYLON"	9,000	About 2nd December

For Freight and Further Particulars, apply to

OLOF WILK &amp; CO., CHINA AGENTS, AKTIEBOLAG.

YORK BUILDINGS TOP FLOOR.

[46]

## SAN FRANCISCO TOYO KISEN KAISHA

TRANS-PACIFIC

## WESTERN PACIFIC

## DENVER AND RIO GRANDE

TRANS-CONTINENTAL

## TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU	21,000 tons.
S.S. CHIO MARU	21,000 tons.
S.S. SHINYO MARU	21,000 tons.

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE)  
HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

## WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. lines connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers.  
Through Tourist's Sleepers.  
Dining Cars—Observation Cars.  
Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Foothill River Canyon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York (Transatlantic Steamers) and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

17, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG

[1317]

## THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

Head Office for the Far East—16, DES VORUX ROAD, HONGKONG.  
SHANGHAI: 2-3, POOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

CHIEF OFFICE:—LUDGATE CIRCUS LONDON E.C.

## NOTES AND NEWS.

## CHILDREN SOLD INTO SLAVERY.

A stir has been caused in Berlin by the publication of a book entitled "Little White Slaves," written by a former woman police assistant, Sister Henriette Arndt, who alleges that every year hundreds of German children are sold into slavery. A female "employment agent" in Berlin told the writer, in the presence of witnesses, that she delivered children abroad for different purposes at prices ranging from £5 to £500, a particularly large number going to Russia. Neither the police, the municipal guardians, nor the children rescue societies ever created any trouble. Only a few weeks ago a child had been delivered to a Russian "baron" for £500, but in this case the child came of good stock, the price paid for it. The average buying price for a child of working-class parents in Berlin is £15, while for children of better-class people more money is paid, ranging up to £250 and £500 for children of noble birth.

## A DISTINGUISHED SCOTSWOMAN.

One of the most remarkable Scotchwomen of the period attained her 102nd birthday recently in the person of Mrs. Francis Edmond, nee Mrs. E. H. Griffiths, wife of the Principal of the full possession of her faculties, with presence as steady and mind as clear as half a century ago, she is a brilliant linguist, deeply read and widely travelled, and a most interesting and instructive companion. Mrs. Edmond was born in Aberdeen of distinguished parentage. In her seventeenth year she went to a boarding-school in Greenwich, and had as a teacher a refugee, M. Martin, who had been a captain in Napoleon's army. From Greenwich she went to a convent in Rome, and spent seven years in France. She returned to Aberdeen and became the wife of the celebrated Orientalist, Dr. Marcus Sachs, Professor of Hebrew in the Free Church College. The lady's second husband was an advocate of Aberdeen University and charities reached nearly £100,000. She was left a widow for the second time at the age of 53. Two years later she joined Principal and Mrs. Griffiths at Cambridge, and went with them to Cardiff in 1902. She had been in the city only a few months when, through an accident in the street, she had one of her legs broken, but she fully recovered in a few months, and now walks unaided. Mrs. Edmond goes occasionally to church, and takes her daily walk in the garden of the Principal's residence. She remembers that when news of the victory of Waterloo was brought lighted candles were placed in the windows and crowds rejoiced in the streets. She also recalls that when Napoleon's name was uttered with bated breath, she said it was all right, "father is in the house." She has gone to a ball in a sedan chair, and was the only lady passenger on the smack that took her to London when she set out for the boarding-school. The journey from Aberdeen to the Metropolis took a week at that period, so we learn from the Glasgow Herald.

## CROSSED CHECKS NO SAFE GUARD.

The banking world, says a London paper, is endeavouring to stop a practice which menaces the security of the crossed cheque.

For some time past thefts from letter-boxes have been taking place, particularly in London, the object of the thieves apparently being to obtain any cheques the letters might contain. When the cheques were crossed the words "Pay cash" were written over the crossing, and the cheque was then cashed by the thief. Of late years, a practice has grown up for customers of banks to cancel the crossing on cheques by writing across it "Pay cash," and initialling or signing the alteration, and the bankers themselves have acquiesced in this proceeding. The effect has negated the protection afforded to the public and to bankers by the Bills of Exchange Act, 1882, which enacts that "A crossing authorised by this Act is a material part of the cheque, it shall not be lawful for any person to obliterate, or, except as authorised by this Act, to add to or alter the crossing." It is imperative that all business firms as well as private individuals should for their own protection take every step to make their letter-boxes as secure as possible against the depredations of the thieves, and that bankers should insist that the "crossing" of a cheque be not cancelled.

## THE "EYE-KISS."

Some 200 love letters, filled with mystic signs, were presented in the Supreme Court, New York, last month in an action claiming \$100,000 damages for breach of promise, brought by Mr. Russell A. Griswold, aged twenty-eight, against Miss Helen Woodruff Smith, daughter of the late Mr. James D. Smith, president of the New York Stock Exchange, and commodore of the New York Yacht Club. The defendant inherited \$300,000 from her father, and the bill of complaint against her set forth the best reading details of how she wasted nine years of the plaintiff's life by promising him marriage when, at the close of his college career, he became a bank clerk. The plaintiff, who is now a member of the chorus appearing in a Philadelphia theatre, informed the jury, in tragic accents, that he was eighteen years of age when the defendant told him she loved him to distraction and induced him to abandon his banking career and perform odd jobs at her country residence. She showered on him presents, such as diamond scarfpins, rings, socks, and ties, and he implicitly believed her when she exclaimed, "We were made for each other and must have met first in another world," adding, "Ruzsielemb, will you marry me?" "She taught me the eye kiss," the plaintiff proceeded. "What is the eye kiss?" counsel inquired. "Why," answered the plaintiff unabashed, "she used to kiss my eyes and murmur, 'Sweet little eyes,' and when she wrote to me used to draw an eye and place a 'K' after it, meaning eye kiss." This delicate "I K" symbol was strewn thickly through the correspondence. The plaintiff said that he was in hospital during a long illness. When he left it he found that a rival was engrossing the defendant's affections. He protested, whereupon she declared that she had only been playing with him and invited him to make a bonfire of the love letters. "My life is ruined," he said, "by the defendant's conduct." The wealthy defendant denies absolutely that she had promised marriage to the plaintiff.

## HOUSE OF DIAMONDS.

About twenty years ago the diamond-merchants of Amsterdam held their market as best they could. The merchants would meet in a café, or sometimes in the street, where, drawing their stones from their pockets, they would compare them, chaffer, and conclude their contracts. Those days may be termed the patriarchal age. In time the merchants saw that their precious goods were worthy of a more dignified procedure. They rented premises, which they named "Beurs voor den Diamant." Business prospered. Amsterdam absorbed about two-thirds of the world's commerce in the precious stones, and the syndicate determined to build their own hall or Exchange, and this the Minister of the Interior has recently opened on the Voerperplein. The new building of the Amsterdam diamond merchants is a veritable palace. The ivory room is not to be compared in extent to the catacombs of the banking house. It has the

aspect of a grocer's shop, with its nests of drawers, but the space filled by a franc's worth of sugar represents in diamonds, say, one million. This room, a Paris contemporary slyly remarks, is guarded night and day, just as M. Du Jardin-Benardet will look after "La Joconde," if she ever returns to the Louvre. The merchants have their own bank, we are told, and their own telegraph lines, not forgetting their own dining hall. On the ground floor is the Bureau, which is in a continuous state of commotion—a Babel. To the second and third floors the ascent is made by lifts, and here silence reigns. Each merchant has his own office, where he can go through his communications with care and in privacy. The offices facing the north command the highest rentals, for here the light is such that the stones can be seen at the greatest advantage.

## WEATHER REPORT.

On the 16th at 12.15 p.m.—The depression lying over the Yellow Sea yesterday is moving slowly North-eastwards over N. Korea. Pressure is falling, way over Japan, the central area of the anti-cyclonic having lifted Eastwards over the Pacific. Pressure appears to be low over the S.E. part of the China Sea. Moderate monsoon may be expected over the N. part of the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.02 inches. The forecast for the 24 hours ending at noon to-day is as follows:

DISTRICT	FORECAST
Hongkong & Neighbourhood	N.E. winds, moderate.
Formosa Channel	N.E. winds, moderate.
South coast of China between Hongkong and Lamooka	Same as No. 1.
South coast of China between Hongkong and Hainan	Same as No. 1.
E. winds, moderate; fair.	

## CHINA COAST METEOROLOGICAL REGISTER.

November 16th—At A.M.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Wind.		Weather.
					Direction.	Force.	
Vietnook	7 a.	30.25	42	86	SEB	2	o
Nemuro	6 a.	30.38					o
Hakodetsu		30.38			NNW	0	o
Tokio		30.46					
Kochi		30.31			SE	1	
Nagasaki		30.23			SW	1	
Kagoshima		30.25			NN	1	
Oshima		30.2				1	
Naha		30.17			ESE	1	
Ishijima		30.11			E	3	
Bonin Is.		30.30			E	1	
Chefoo	6 a.	30.16					
Waihaiwei	9 a.	30.16	50	93	NNW	4	one
Hankow	9 a.	30.16					
Kinking		30.22					
Shanghai	9 a.	30.22	54	100	NNW	1	our
Guthsiff		30.23	53	10	NNW	3	our
Sharp Peak		3 14	72			2	
Amoy	6 a.	30.12	70	90	SEB	2	
Satlow							
Taihook	5 a.	30.09				0	
Tai-u		30.10				0	
Tainan		30.09			NE	2	
Koshu		30.09			E	4	
Pescadores		30.08			N	2	
Canton	9 a.	30.11					
Hongkong	10 a.	30.11	28	61	E	2	
Viet Peak		30.07			E	2	
Gap Rock		30.07			ESE	4	
Macao		30.10	79		ESE	2	
Wuchow	9 a.						
Hoihow							
Pakhoi							
Phu Lien	8 a.	30.09	73		E	3	
Tourane		30.05	79		E	2	
C. St. James		30.01	77		ENE	2	
Apurri		30.01	73		E	2	
Manila	10 a.	29.95	88	54	E	2	
Loreep		29.96	75		E	2	
Banab	9 a.	29.89			E	2	
Ilioilo		29.89	82		E	2	
Cebu		29.88	81		NE	3	
Labuan		29.83	85		E	2	



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, YOKOHAMA, and YOKOHAMA.	ASSAYE ..... Capt. H. W. Potter, R.N.R.	About 21st Nov.	Freight only
SHANGHAI	DEBTA ..... Capt. G. W. Cockman, R.N.R.	About 23rd Nov.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL.	DEBTA ..... Capt. E. F. Martin, R.N.R.	Noon, 25th Nov.	See Special Advertisement
LONDON and ANTWERP VIA SINGAPORE, PE-NANG, COLOMBO, PORT SAID and MARSEILLES.	NAMUR ..... Capt. F. E. Andrews, R.N.R.	About 29th Nov.	Freight and Passage.

For Further Particulars apply to  
H. A. HEWETT, Superintendent.  
Hongkong, 17th November, 1911.

## CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	"LINAN"	On 18th Nov., M. night.	
HONGKONG and HAIPHONG	"SINGAN"	On 19th Nov., 10 A.M.	
MANILA, CEBU and ILOILO	"TAMING"	On 21st Nov., 4 P.M.	
SHANGHAI	"KWEILIN"	On 23rd Nov., 4 P.M.	
SHANGHAI	"ANHUI"	On 25th Nov., M. night.	
MANILA, ILOILO and CEBU	"TEAN"	On 28th Nov., 4 P.M.	

**SAILINGS SUBJECT TO ALTERATION**

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING." Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KALFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NE—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung. TELEPHONE 35

**REDUCED FARES:—SINGLE \$45.....RETURN \$75.**

For Freight Passage apply to—**BUTTERFIELD & SWIRE, AGENTS.**  
Hongkong, 17th November, 1911.

## HAMBURG-AMERIKA LINIE IN CONJUNCTION WITH DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBE & YOKOHAMA:	FOR HAVRE & HAMBURG:
S.S. SCANDIA ... 18th Nov.	S.S. FREIENFELS ... 24th Nov.
S.S. DORTMUND ... 5th Dec.	FOR HAVRE, BREMEN & HAMBURG:
S.S. SEGOVIA ... 14th Dec.	S.S. SLAVONIA ... 7th Dec.
S.S. SILEZIA ... 27th Dec.	FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. AMERICA ... 10th Jan.	S.S. SITHONIA ... 8th Dec.
S.S. GOLDENFELS ... 24th Jan.	FOR MARSEILLES, HAVRE & HAMBURG:
	S.S. ANDALUSIA ... 17th Dec.
	FOR HAVRE & HAMBURG:
	S.S. SCANDIA ... 20th Dec.
	FOR NEW YORK:
	S.S. VANDALIA ... 23rd Nov.

For Further Particulars, apply to—  
**HAMBURG-AMERIKA LINIE,**  
Hongkong Office.

## DOUGLAS STEAMSHIP CO., LD.

# HONGKONG-SOUTH CHINA COAST PORTS

**H**IGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

## FOR SWATOW. AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP

CAPTAIN

LEAVING

* "HAIYANG" ...	Capt. J. W. Evans ...	SATURDAY, 18th Nov., at 2 P.M.
* "HAITAN" ...	Capt. J. S. Roach ...	TUESDAY, 21st Nov., at 11 A.M.
* "HAICHING" ...	Capt. W. C. Passmore ...	FRIDAY, 24th Nov., at 11 A.M.

\* The s.s. "HAIYANG" will not call at Swatow on outward trip.

## FOR **SWATOW** AND RETURN.

(Occupying 3 Days).

"HAIMUN" ...	Capt. A. H. Stewart ...	SATURDAY, 18th Nov., at 5 P.M.
		WEDNESDAY, 22nd Nov., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

**DOUGLAS, LAURIE & Co.,**  
GENERAL MANAGERS.

Hongkong, 16th November, 1911.

## INDO-CHINA S. NAV. CO., LD.

# PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

	FOR	STEAMERS	TO SAIL
MANILA		"LOONGSANG"	Saturday, 18th Nov, 2 P.M.
SINGAPORE, PENANG & CALCUTTA		"LAISANG"	Monday, 20th Nov, 3 P.M.
SANDAKAN		"MAUSANG"	Friday, 24th Nov, Noon
SHANGHAI		"HANGSANG"	Friday, 24th Nov, Noon
MANILA		"YUENSANG"	Saturday, 25th Nov, 2 P.M.

## RETURN TOURS TO JAPAN.

(OCCUPYING 21 DAYS).

The Steamers "KUTSANG," "NANGSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yagisao Ports, Tsingtau, Weihaiwei, Chafoo, Tientsin and Newchwang.

Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to—

**JARDINE, MATTHEWSON & Co., Ltd.,**

GENERAL MANAGERS.

Hongkong, 17th November, 1911.

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## TOYO KISEN KAISHA.

IMPERIAL JAPANESE  
TRANS-PACIFIC MAIL LINES.

### SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

STEAMERS	TONS	CAPTAIN	DATE OF SAILING.
CHIYO MARU	21,000	W. W. Green	FRIDAY, 1st Dec., at Noon.
NIPPON MARU	11,000	A. G. Stevens	FRIDAY, 22nd Dec., at Noon.
TERUYO MARU	21,000	E. Bent	FRIDAY, 29th Dec., at Noon.
SHINYO MARU	21,000	H. S. Smith	FRIDAY, 19th Jan., Noon 1912

\* Triple Screw, turbine engines. \* Twin Screw.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

The Triple Screw Steamer "CHIYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 1st December, at Noon.

### INTERMEDIATE SERVICE.

The Twin Screw S.S. "NIPPON MARU" 11,000 tons, Captain A. G. Stevens, will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 22nd December, at Noon.

### SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TERUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)  
The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

STEAMERS	TONS	DATE OF SAILING.
HONGKONG MARU	11,000	WEDNESDAY, 13th December, at Noon.
KIYO MARU	17,500	TUESDAY, 11th Feb., at Noon, 1912.
BUYO MARU	10,500	TUESDAY, 9th April, at Noon.

The Steamer "HONGKONG MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILIAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on WEDNESDAY, 13th December, at Noon.

TO	FARES FROM HONGKONG.
LONDON	£71-10-0
VALPARAISO	£57-0-0

Fares by INTERMEDIATE STEAMER.

TO	FARES FROM HONGKONG.
HONOLULU	£20-0-0
SAN FRANCISCO	£25-0-0
CHICAGO	£36-10-0
NEW YORK	£40-0-0
LONDON VIA NEW YORK	£45-0-0

Single and Round Trip to all points are interchangeable and good for return by Intermediate Steamers of the Pacific Mail S.S. Co.

SPECIAL RATES (First Class only) are granted to principal points in the United States, Canada and Europe, on terms which may be obtained from the undersigned. These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU," "CHIYO MARU" and "SHINYO MARU" are fitted with Turbine Engines and Triple Screw. Record Speed 21 knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to  
**K. MATSUDA, AGENT,**  
King's Building (Opposite Blake Pier).

## OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

### TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TONS	LEAVES
VICTORIA, B.C. & TACOMA VIA NAGASAKI, KOBE, YOKKAICHI, SHIMIZU AND YOKOHAMA	"SEATTLE MARU"	6,182	29th WED'DAY, Nov. at 11 A.M.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY  
Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago. Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico Central and South America.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for foreign passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

### HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
TAMSUI VIA SWATOW and AMOY	"DAIGI MARU"	SUNDAY, 19th Nov. at 10 A.M.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings  
**S. HIROI, MANAGER**  
772-7781

## EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

### TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1st and 2nd CLASSES) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 22nd Nov., 1911, at 9 A.M.

For Passage and Freight apply to

**P. THOMAS, N.M. Co.'s AGENT.**

## PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

### MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due FLYMOUTH (London 1 day later)		
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
ASSAYE .....	7500	February 3	MANTUA .....	11000	March 2	March 8
HIMALAYA .....	7000	February 17	MACEDONIA .....	10500	March 16	March 22
DELHI .....	8000	March 2	MOREA .....	11000	March 30	Ap 1 5
INDIA .....	8000	March 16	Through Steamer		April 13	April 19
DEVANHA .....	8000	March 30	MOLDAVIA .....	11000	April 27	May 3
DELTA .....	8000	April 13	MALOJA .....	12500	May 11	May 17
ASSAYE .....	7500	April 27	MONGOLIA .....	10000	May 25	May 31
DELHI .....	8000	May 11	MALWA .....	11000	June 8	June 14

Passengers change Steamers at COLOMBO, with exception of s.s. "INDIA" and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:  
1st SALOON £71.10 SINGLE £106.14 RETURN £248.8  
2nd £48.8  
IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSIT) STEAMERS WILL LEAVE FOR LONDON CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

STEAMERS										Leave HONGKONG		Due LONDON		
										about		about		
Tonnage														
NYANZA	...	...	...	...	...	...	...	...	...	7000	February	7	March	22
NILE	...	...	...	...	...	...	...	...	...	7000	March	6	April	19
NUBIA	...	...	...	...	...	...	...	...	...	7000	April	3	May	17
SUMATRA	...	...	...	...	...	...	...	...	...	5000	April	17	May	31
NAMUR	...	...	...	...	...	...	...	...	...	7000	May	1	June	14
PALAWAN	...	...	...	...	...	...	...	...	...	5000	May	15	June	29
BORNEO	...	...	...	...	...	...	...	...	...	5000	May	25	July	13
SYRIA	...	...	...	...	...	...	...	...	...	7000	June	12	July	27
NORE	...	...	...	...	...	...	...	...	...	7000	June	26	August	10

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:  
1st SALOON £55.10 SINGLE £82.10 RETURN £139.10  
2nd £39.10  
For further Particulars, apply to—  
**E. A. HEWETT, SUPERINTENDENT.**

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

### PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG COLOMBO, SUEZ and PORT SAID	ATSUTA MARU Capt. Wm. Thompson, 9,000 HITACHI MARU Capt. T. Yamawaki, 7,000 MIYASAKI MARU Capt. T. Marai, 9,000		WED'DAY, 22nd Nov., at Daylight. WED'DAY, 6th Dec., at Daylight. WED'DAY, 24th Dec., at Daylight.
VICTORIA, B.C. & SEATTLE	SADO MARU Capt. J. Richards, 7,000		(SATURDAY 2nd Dec., from Kobe)
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	INABA MARU Capt. S. Tomimaga, 7,000 TAMBA MARU Capt. K. Noda, 7,000		TUESDAY, 5th Dec., at Noon. TUESDAY, 2nd Jan., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekine, 5,000 NIKKO MARU Capt. M. Yagi, 6,000		FRIDAY, 24th Nov., at Noon. THURSDAY, 21st Dec., at Noon.
SHANGHAI, MOJI and KOBE	BOMBAY MARU Capt. T. Hori, 5,000		WED'DAY, 28th November.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi, 6,000		WED'DAY, 22nd Nov., at Noon.
KOBE and YOKOHAMA	KITANO MARU Capt. C. F. Cope, 9,000		THURSDAY, 23rd Nov., at 11 A.M.
BOMBAY via SINGAPORE and COLOMBO	HAKATA MARU Capt. H. Nomura, 7,000		TUESDAY, 28th November.

§ Fitted with New System of Wireless Telegraphy. \* Carries Deck Passengers. † Cargo only.

## NEW LINE OF STEAMERS

BETWEEN  
KOBE & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG and RANGOON.

The Next Steamer to sail from Hongkong—

"MIKI MARU," TONS 4,000, CAPT. M. TABURA, ON 18th Nov.

### 1912 PASSENGER SEASON 1912

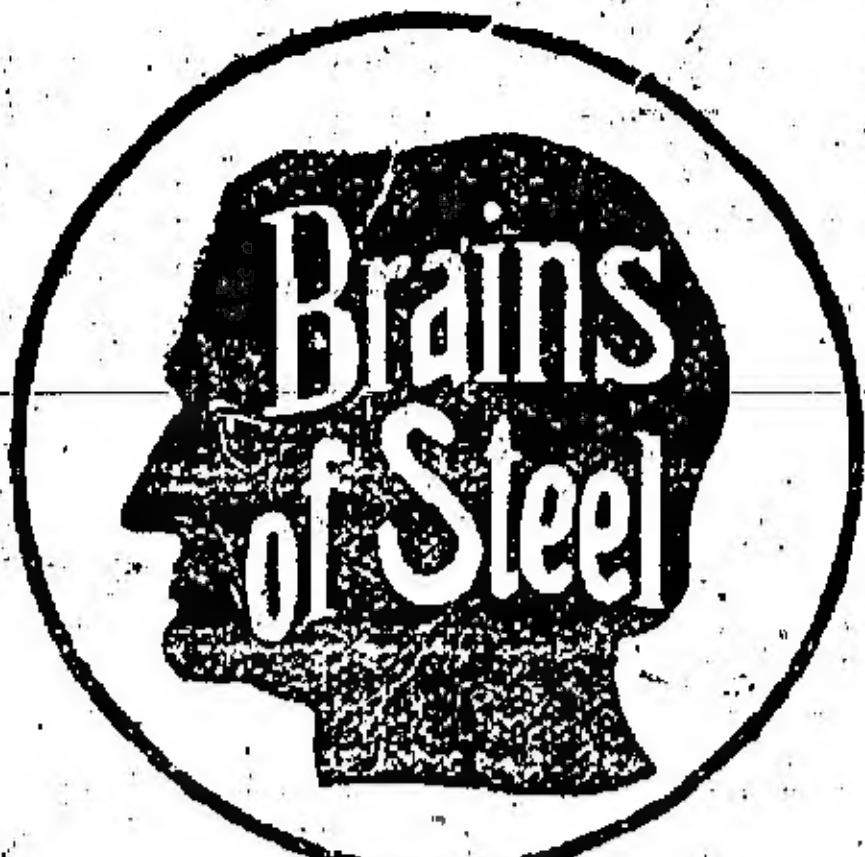
STEAMER	TONS	CAPTAIN	FROM HONGKONG
TANGO MARU	8,000	K. Kawara	February 14th.
KAMO	9,000	F. L. Sommer	February 28th.
AKI	7,000	K. Homma	March 13th.
MISHIMA	9,000	A. C. Moses	March 27th.
KAGA	7,000	M. Hagino	April 10th.
ATSUTA	9,000	Wm. Thompson	April 24th.
HITACHI	7,000	T. Yamawaki	May 8th.
MIYASAKI	9,000	T. Murai	May 22nd.

FOR SEATTLE:  
INABA MARU ... 7,000 ... S. Tomimaga ... February 27th.  
TAMBA ... 7,000 ... K. Noda ... March 24th.  
SANUKI ... 7,000 ... T. Iizawa ... April 9th.  
AWA ... 7,000 ... S. Tomimaga ... April 23rd.  
INABA ... 7,000 ... S. Tomimaga ... May 21st.

For further information, apply to—  
**T. KUSUMOTO, MANAGER.**  
(1061-11-40)



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**200  
"BRUNSVIGAS"  
THE  
CALCULATING  
MACHINE.**

More than 18,000 sold all over the World.

GRIMME, NATALIS & Co.,  
BRAUNSCHWEIG.

Will be sent to your Office for inspection  
you will kindly apply to

Sole Representative for Hongkong and China:

**HUGO C. A. FROMM,**

HONGKONG, 4, QUEEN'S BUILDINGS. TEL. NO. 960.  
Hongkong, 17th November, 1911.



Is a most up-to-date  
**TYPEWRITER**

Obtainable from Stock.

Sole Representative for  
HONGKONG AND CHINA:

**HUGO C. A. FROMM,**

HONGKONG,  
4, Queen's Buildings,  
Telephone No. 960.

Hongkong, 17th November, 1911.

HONGKONG, 17th November, 1911.

**Hoehi** Extra Dry  
gout americain

Sole Representative for Hongkong and South China  
**HUGO C. A. FROMM, HONGKONG.**

Hongkong, 17th November, 1911.

## POST OFFICE NOTICE

Only fully prepaid letters and post cards are transmissible by the SIBERIAN  
Route to EUROPE.

The attention of the public is drawn to page 10, para 20, of the Hong Kong Postal Guide  
for 1911. Stamps intended for postage purposes may be perforated but not obliterated.

The *Kuanying*, with the Siberian Mail, is due to arrive here to-morrow.

Until further Notice Parcels for the undermentioned places in China will  
not be accepted for transmission through the post:—  
Hupei, Szechuen, Kweichow and Hunan.

FOR	PER	DATE
Port Bayard	Haitching	Friday, 17th, 8.00 A.M.
Shanghai, Tsingtau, Kobe and Yokohama	Boon	Friday, 17th, 8.00 A.M.
Bangkok	Halvard	Friday, 17th, 9.00 A.M.
Penang and Port Swettenham	Clara Jensen	Friday, 17th, 10.00 A.M.
SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, HONOLULU AND SAN FRANCISCO SIBERIAN MAIL TO EUROPE		
Haiphong	Hongkong	Friday, 17th, 1.00 P.M.
Macao	Sui Tai	Friday, 17th, 1.15 P.M.
Saigon	Loates	Friday, 17th, 5.00 P.M.
Kudat and Sandakan Batavia, Cheribon, Samarang, Sourabaya and Macassar		
Amoy and Foochow	Hayang	Saturday, 18th, 1.00 P.M.
Manila, Cebu and Iloilo	Loongang	Saturday, 18th, 1.00 P.M.
Macao	Sui Tai	Saturday, 18th, 1.15 P.M.
Mojil	No. 3 Tamon Maru	Saturday, 18th, 3.00 P.M.
Swatow	Haimun	Saturday, 18th, 4.00 P.M.
Shanghai, SIBERIAN MAIL TO EUROPE		
Hoihow and Haiphong	Linan	Saturday, 18th, 5.00 P.M.
Swatow, Amoy and Tamsui	Singan	Sunday, 19th, 9.00 A.M.
Singapore, Penang and Calcutta	Dagi Maru	Sunday, 19th, 9.00 A.M.
Manila, Cebu and Iloilo	Lassang	Monday, 20th, 2.00 P.M.
Swatow, Amoy and Foochow	Rubi	Monday, 20th, 3.00 P.M.
Batavia, Cheribon, Samarang, and Sourabaya	Haitan	Tuesday, 21st, 10.00 A.M.
Yokohama, 21st.		
Printed Matter and Sam- ples		Tuesday, 21st, 10.00 A.M.
Registration, with late fee of 10 cents, up to 10.45 A.M.		Tuesday, 21st, 10.00 A.M.
Registration, Kowloon H.O.		Tuesday, 21st, 10.00 A.M.
No late fee		Tuesday, 21st, 11.00 A.M.
Letters		Tuesday, 21st, 11.00 A.M.
Manila, Iloilo and Cebu	Sui Tai	Tuesday, 21st, 1.15 P.M.
Singapore, Penang and Colombo	Atsuta Maru	Tuesday, 21st, 3.00 P.M.
Kobe	Tymanook	Wednesday, 22nd, 4.00 P.M.
Swatow	Usumun	Wednesday, 22nd, 10.00 A.M.
Nagasaki, Kobe and Yokohama	Nikko Maru	Wednesday, 22nd, 11.00 A.M.
Shanghai	Kwelin	Thursday, 23rd, 3.00 P.M.
Swatow, Amoy and Foochow	Haitan	Friday, 24th, 10.00 A.M.
Manila, Cebu, Iloilo, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth, and Fremantle	Yokohama	Friday, 24th, 11.00 A.M.
Sandakan	Mausang	Friday, 24th, 11.00 A.M.
SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, HONOLULU AND SAN FRANCISCO SIBERIAN MAIL TO EUROPE		
Manchuria		Friday, 24th, 11.00 A.M.
Printed Matter and Sam- ples		Saturday, 25th, 9.00 A.M.
Registration, with late fee of 10 cents, up to 10.00 A.M.		Saturday, 25th, 9.30 A.M.
Registration, Kowloon H.O.		Saturday, 25th, 9.30 A.M.
No late fee		Saturday, 25th, 10.00 A.M.
Letters		Saturday, 25th, 10.00 A.M.

FOR	PER	DATE
Europe, & C. India via TATTOBIN, Late Letters 11.00 A.M. to Noon. Extra Postage 10 cents.	Dumbea	Friday, 24th, 11.00 A.M.
Letters posted in all the Filter Boxes in time for the first clearance will be included in this contract mail		Friday, 24th, 11.00 A.M.
Macao	Sui Tai	Tuesday, 21st, 1.15 P.M.
Manila, Iloilo and Cebu	Taming	Tuesday, 21st, 3.00 P.M.
Singapore, Penang and Colombo	Atsuta Maru	Tuesday, 21st, 5.00 P.M.
Kobe	Tymanook	Wednesday, 22nd, 4.00 P.M.
Swatow	Usumun	Wednesday, 22nd, 10.00 A.M.
Nagasaki, Kobe and Yokohama	Nikko Maru	Wednesday, 22nd, 11.00 A.M.
Shanghai	Kwelin	Thursday, 23rd, 3.00 P.M.
Swatow, Amoy and Foochow	Haitan	Friday, 24th, 10.00 A.M.
Manila, Cebu, Iloilo, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth, and Fremantle	Yokohama	Friday, 24th, 11.00 A.M.
Sandakan	Mausang	Friday, 24th, 11.00 A.M.
SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, HONOLULU AND SAN FRANCISCO SIBERIAN MAIL TO EUROPE		
Manchuria		Friday, 24th, 11.00 A.M.
Printed Matter and Sam- ples		Saturday, 25th, 9.00 A.M.
Registration, with late fee of 10 cents, up to 10.00 A.M.		Saturday, 25th, 9.30 A.M.
Registration, Kowloon H.O.		Saturday, 25th, 9.30 A.M.
No late fee		Saturday, 25th, 10.00 A.M.
Letters		Saturday, 25th, 10.00 A.M.

SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA,  
HONOLULU AND SAN FRANCISCO  
(SIBERIAN MAIL TO EUROPE)

## COMMERCIAL.

### EXCHANGE CLOSING QUOTATIONS.

November 16th.

On LONDON—	
Telegraphic Transfer	1/10 1/2
Bank Bills, on demand	1/10 1/2
Bank Bills, at 30 days' sight	1/10 1/2
Bank Bills, at 4 months' sight	1/10 1/2
Credits, at 4 months' sight	1/10 1/2
Documentary Bills, at 4 months' sight	1/10 1/2
On PARIS—	
Bank Bills, on demand	235
Credits, at 4 months' sight	239 1/2
On GERMANY—	
On demand	191
On NEW YORK—	
Bank Bills, on demand	45 1/2
Credits, at 60 days' sight	46 1/2
On BOMBAY—	
Telegraphic Transfer	139
Bank, on demand	139 1/2
On CALCUTTA—	
Telegraphic Transfer	139
Bank, on demand	139 1/2
On SHANGHAI—	
Bank, at sight	75 1/2
Private, 30 days' sight	76
On YOKOHAMA—	
On demand—Pesos	90 1/2
On SINGAPORE—	
On demand	79 1/2
On BATAVIA—	
On demand	111 1/2
On HAI PHONG—	
On demand	3 1/2, pm.
On SAIGON—	
On demand	3 1/2, pm.
On HONGKONG—	
On demand	8 1/2
SOVEREIGNS, Bank's Buying Rate	\$10.65
GOLD LIND, 100 fine, per tael	\$56.10
BAR SILVER, per oz.	26.

### SUBSIDIARY COINS.

Chinese	20 cents pieces	\$4.00 discount
Chinese	10 "	\$4.50 "
Hongkong	20 "	\$3.98 "
Hongkong	10 "	\$4.14 "

HONGKONG, 17th November, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASE.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$875
China Bank Company, Limited	60,000	\$12	all	\$81
China Light and Power Company, Limited	50,000	\$5	all	\$10 1/2, sellers
China Provident Loan & Mortgage Co., Ltd.	80,000	\$1	all	\$1.30
COTTON MILLS.—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 95
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$4.85
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 51
Loan-Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	all	Tls. 70
Soy Chee Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 30
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$21
DOCKS AND WHARVES.—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$48 1/2, sales
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$5 1/2	all	\$48 1/2, sellers
New Amoy Dock Co., Limited	10,000	\$5 1/2	all	\$6, buyers
Shanghai Dock and Engineering Co., Ltd.	55,000	Tls. 100	all	Tls. 59
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 91
Green Island Cement Co., Limited	400,000	\$10	all	\$4, sellers
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$20
Hongkong Electric Co., Limited	60,000	\$10	all	\$22 1/2
Hongkong Hotel Company, Limited	12,000	\$50 1/2	all	\$119
Manila Metropole Hotel Limited	8,000	\$50 1/2	all	\$75
Hongkong Ice Company, Limited	15,000	\$25	all	\$10
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$180
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$18
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$200, sellers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$125
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$105
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$355
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 160, sellers
Union Insurance Society, Limited	12,400	\$250	\$100	\$240
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$220, @ Ex 73
LANDS AND BUILDINGS.—				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$104 1/2, sellers
Hampshire Estate and Finance Co., Ltd.	150,000	\$10	all	\$7 1/2, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	all	\$29, buyers
Shanghai Land Investment Co., Limited	75,000	Tls. 50	all	Tls. 97
West Point Building Co., Limited	12,500	\$50	all	\$4 1/2, buyers
Maatschappij tot Nijver. Bosch-en- Landbouw exploitatie in Langkat	25,000	Gds. 10	all	Tls. 65
MINING.—				
Société Française des Charbonnages du Tonkin	16,000	Fr. 250	all	\$700
Bamb Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$3 1/2, buyers
Peak Tramways Co., Limited	25,000	\$10	all	\$11 1/2, buyers
Philippine Co., Limited	50,000	\$10	all	\$1.10, buyers
RAFFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$117, sellers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$30
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$11, buyers
Douglas Steamship Co., Limited	20,000	\$50	all	\$21
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	all	\$26 1/2, sales
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$54.50, (1/2 don.
Shell Transport & Trading Co., Limited	2,500,000	\$1	all	\$7 1/2, sellers
Star Ferry Company, Limited	10,000	\$10	all	\$27, buyers
South China Morning Post, Limited	10,000	\$10	all	\$17, sellers
Steam Laundry Company, Limited	6,000	\$25	all	\$25
STONES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$12, buyers
Wm. Powell, Limited	15,000	\$7	all	\$4, buyers
A. S. Watson & Co., Limited	10,000	\$10	all	\$5
Weismann, Limited	3,000	\$10	all	\$15, buyers
H. Price & Co., Ltd.	15,000	\$10	all	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	all	\$10
Union Waterboat Co., Limited	100 fiders	\$10	all	\$300
RUBBER.—				
Para Rubber in London				4/4 quiet per lb.
Leads				
Chinese Imperial 1886	Tls. 767.200	Value.	Interest.	Quotation.
		Tls. 250	7 1/2 p. annum	Par.
				VEENON & SYMTH, Share-Brokers.

BEAUTY IS ONLY ONE OF ITS MANY MERITS.

**HALL'S DISTEMPER**

HAS THESE GREAT ADVANTAGES IN ADDITION:

It is made in a wide range of 70 colours, many of the colours will stand on new plaster walls.

It requires no special solution or liquid—Simply mix the stiff material in hot or cold water—hot recommended.

It is applied with a whitewash brush, saving much in the cost of labour.

For covering power and durability it surpasses any other material. One coat will give an even solid colour, and be all that is usually required.

It dries with a soft velvety finish which enhances the effect of fine furniture and pictures.

Compared with wall paper it makes rooms appear larger and lighter.

It can be painted on or varnished.

Made in two qualities, for inside and outside use, and sold in 4 lb., 7 lb. and 14 lb. air-tight tins, and in bulk by leading Decorators, Iron-mongers, etc.

and HYGIENE. The advantages of using a paint which contains an effective microbe destroyer are obvious. A distinct advantage is the readiness with which it may be cleaned without injuring it. I hope that the demand for Hall's Sanitary Washable Distemper may be equal to its undoubted merits.

SIE CHARLES CAMERON, Professor of Chemistry, R.C.S., C.E., without incurring it. I hope that the demand for Hall's Sanitary Washable Distemper may be equal to its undoubted merits.

SOLD BY **WILLIAM C. JACK & CO., LTD.**  
14, DES VERTS ROAD, CENTRAL, HONGKONG.

## THE CIGARETTES OF DISTINCTION Bouton Rouge and Felucca

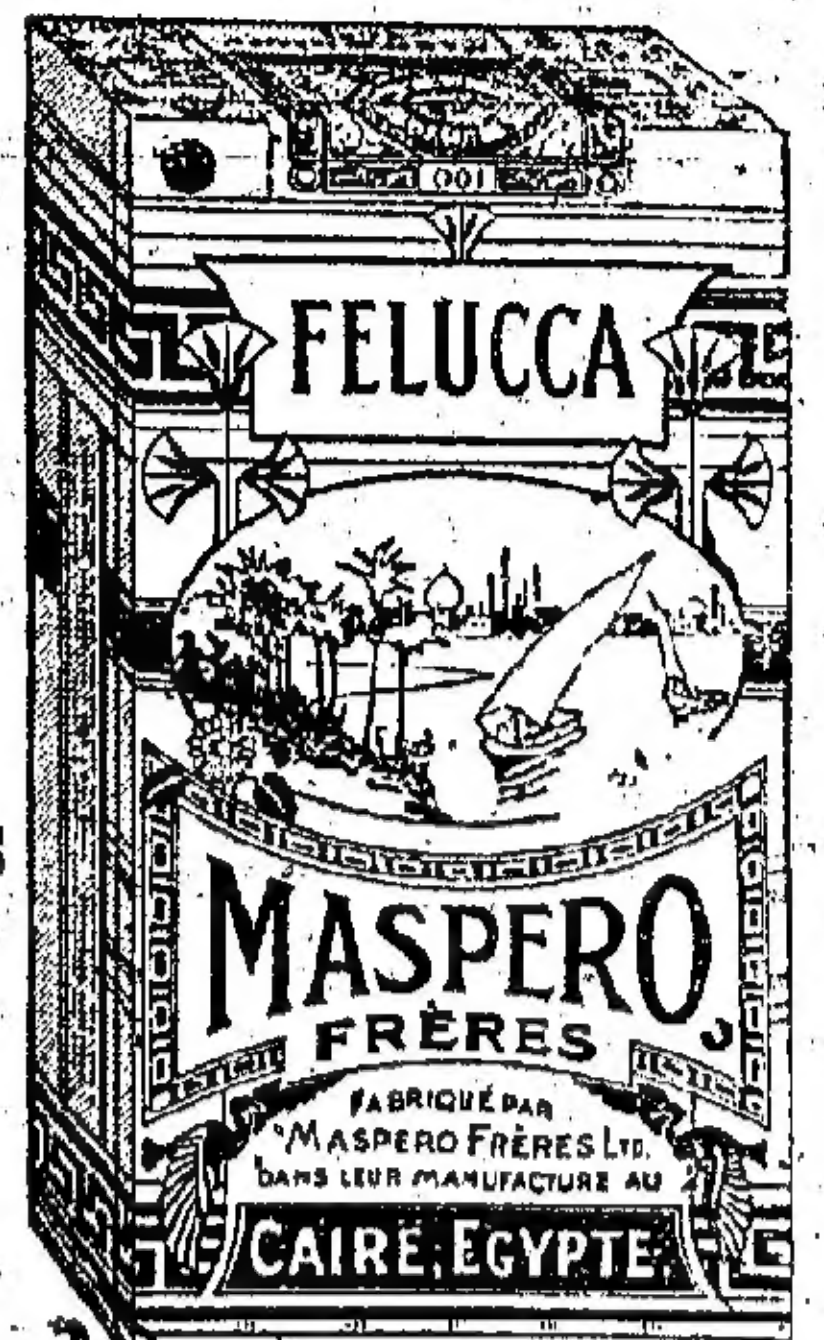


A LUXURY TO  
THE MAN  
OF TASTE

IN 50's & 100's  
HERMETICALLY SEALED BOXES

AT \$4.20 AND \$2.80  
PER 100

FROM ALL TOBACCONISTS.



## TELEGRAM

RECEIVED ON 11.11.11. FROM LONDON:—

"We beg to inform you ROYAL  
WARRANT awarded our Company  
for Milk."



**MILKMAID**

CONDENSED MILK.  
STERILIZED NATURAL  
MILK.  
EVAPORATED CREAM.

ON SALE AT ALL STORES.

## "Worth having"



THE  
BEST  
"SCOTCH"

H. PRICE & CO., LTD.,  
WINE MERCHANTS, 12, QUEEN'S ROAD CENTRAL.  
PROPRIETORS.  
**D. & J. McALLUM, EDINBURGH.**

## MAILS VIA SIBERIA.

London	Due
October 28th.	Shanghai
November 1st.	November 14th
	November 17th.

## FORTHCOMING EVENTS.

Monday, 20th Nov.—Auction of Chinese and Japanese Porcelain Plates at Hongkong Hotel Building, by Mr. Geo. P. Lammeret, 3 p.m.

Monday, 20th Nov.—Auction of Crown Land at Conduit Road, by Public Works Dept. 3 p.m.

Saturday, 25th Nov.—Grand Variety Entertainment by Semiro Family, at City Hall, 9 p.m.

Friday, 1st Dec.—Extraordinary General Meeting of The Po On Marine Insurance and Godown Co., Ltd., Noon.

## ON SALE.

BOUND VOLUMES of the **HONGKONG WEEKLY PRESS**, January to June, 1911. With Index. Price \$7.50.  
On sale at the "HONGKONG DAILY PRESS," Office.  
Hongkong, 2nd August, 1911

Printed and Published by ALFRED NORMAN KEMP for the Concerned at 10A, Des Vaux Road Central, Victoria, Hongkong; London Office, 131, Fleet Street E.C.

## 報新外中港香

**CHUNG NGOI SAN PO**  
(Chinese Daily Press),  
PUBLISHED DAILY.  
Is the oldest and still immeasurably the best  
Advertising medium among the  
Native Community.  
Established for over FIFTY YEARS  
Circulates largely throughout Southern China  
Indo-China, etc.  
Terms for Advertising (Translation free) can  
be obtained at the Office, 10A, Des Vaux Road  
Central, Hongkong 131, Fleet Street, London,  
or from the different Agents.  
Documents translated from or into Classical  
or Colloquial Chinese.

## ON SALE.

A TABLE OF THE  
**RATES OF EXCHANGE AT  
HONGKONG**  
For Demand Drafts on London on the day of  
or preceding the departure of the English  
Mails, also Table of the Yearly  
Approximate Averages for 36 years  
FROM 1874 to 1909.  
Price—\$2 Cash. On sale at the "DAILY  
PRESS" Office, or Local Booksellers